

FW-190F-8 Color Schemes as revealed by restorers sanding expertise

Photo by Bob Engelstad

The Silver Hill Fw190F-8

by Bob Engelstad

As I view museum displays, a movie quote always comes to mind...the bad guy says to Indiana Jones..."you and I are walking thru history, THIS, this IS history...." The Fw190

restoration took just over three years to complete at the Paul Garber Restoration Facility at Silver Hill, in Suitland Maryland. As shown in the above picture, this involved very careful sanding down through the paint layers, starting with its post-war incorrect paint-job for display

purposes. Books address this issue by stating that this plane had "several paint schemes", the above and following plate shows what they actually looked like. . I found two versions of where this plane started life, the Monogram book states during

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TCAH Officers

President, Johannes Allert

Vice-President, Frank Cuden

Secretary, John Dunphy

Treasurer, Tom Norrbohm

Historian, Tom Norrbohm

Sergeant-at-Arms, Bob Maderich II

Newsletter Info

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Editor

Bob Arko
6417 Rice Court
Lino Lakes, MN 55014
651-481-8887
boba@arkokraft.com

Distribution Editor

Rick Schmierer
1852 E. 39 Street
Minneapolis, MN 55407
612-721-8787
rmschmierer@comcast.net

Send articles to:

Bob Arko
6417 Rice court
Lino Lakes, MN 55014
boba@arkokraft.com

Send Change of Address Notice to:
Dave Hueffmeier

TCAH This Month

The monthly meeting will be held Saturday April 13, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



Club Officer's Column –

March Madness

by Johannes Allert

Thanks to all who assisted with, donated to, and placed bids on items at last month's auction. Your assistance and generosity is greatly appreciated! As a result, the club received a grand total of \$1045.00. Prior to the auction, the club discussed and voted to hold off on placing any money aside for the Nordicon raffle which now leads to the following...

So, now we must ask ourselves. "Who are we? Why are we here and which direction should we go?" Older members easily recall a time when our club was equally represented and encompassed historic and modeling topics. With the exception of Mark Rossman, who recently demonstrated both this when he brought in a B-25 kit along with historic correspondence pertaining to it, most individuals see our club as just modeling club. Consequently, the bulk of our costs pertain to that endeavor. Others see it as a place to briefly congregate and buy items from vendors. Crossovers from other clubs come to influence decisions pertaining to Nordicon because our club has substantial capital on hand and theirs doesn't. However, the question remains. In the face of rising costs directly and indirectly associated with running contests while simultaneously supporting others through trophy sponsorship, etc.. How do we remain solvent over the long term? We bring this up because over the past decade, our club has hemorrhaged – "Dr. Tom" will reveal just how much. We say this not to assess blame, because frankly the blame lies with all of us. When past

proposals required spending money – the congregation eagerly responded with "Amen!" It is what it is.

However, those holding office are required to take into consideration everyone's interests and must ensure that the club remains solvent and viable. This necessitates we look down range toward other possibilities such as hosting a regional or dare we say – a national? What if the Commemorative Air Force or NWA History Centers needs money for a restoration project? Two decades ago, our metro area was rife with air museums -- today, not so much. This is due in part, to lack of public support. Although our club donated to both aforementioned organizations this year, we cannot always repeat the process, yet we would be remiss if we never did it again because we're too poor or overly focused in other areas. If that was the case, we might as well remove "Historian" from TCAH.

Additionally, we look toward 2016 when our club turns 50. How will we wish to celebrate it and to what extent should we go to spend money in doing so? Remember, we were an active club long before IPMS and many of our veteran members: Bob Steinbrun, Terry Love, Noel Allard, Steve Hustad, Frank Cuden, Jack Mugan, and George Mellinger – all are accomplished modelers or historians with published works that are nationally and internationally recognized. It would be a shame not to congregate to remember the past, celebrate the present and look to the future without holding some event related to that milestone when the time comes.

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Airline Chatter

by Terry Love

Tupolev built and delivered its last Tu-154 airliner in February. It was the Russian version of the Boeing 727. Around 1,000 were built. The aircraft was sold to 17 non-Russian airlines. It was designed in the mid-1960s and entered service in 1970. It cruised at a fast speed of 620 MPH with a range of 3,300 miles. It was designed for a service life of 45,000 flight hours, but with upgrades, it is capable of 80,000 flight hours.

Lufthansa earned \$1.32 Billion in the year of 2012.

The 10 largest U S airlines earned profits in 2012 of #132 million. That comes out to a profit of 21cents per passenger.

Cathay Pacific ordered 3 Boeing 747-800 freighters worth \$1 Billion. Cathay Pacific already has 10 Boeing 747-800 freighters.

Air China purchased 2 Boeing 747-800s, 1 Boeing 777-300ER, and 20 Boeing 737-800s. Air China Cargo, a subsidiary of Air China, ordered 8 Boeing 777 freighters.

Delta Airlines announced that they are adding 17 new daily flights out of Los Angeles to 8 new destinations by July.

Ryan Air ordered 200 Boeing 737-800s valued at \$18 Billion. This is the largest aircraft ever for Ryan Air. It is also one of the largest orders ever received by Boeing. Ryan Air currently has a fleet of 305 Boeing 737-800s. Ryan Air is the largest operator of the Boeing 737 in the world – larger than Southwest Airlines.

British Airways receives their first Airbus A-380 this summer. British Airways will operate the Airbus A-380 on their London to Los Angeles route and their London to Hong Kong route beginning on October 15.

United States airlines spent an average of \$2.93 per gallon for jet fuel in January. The price was held down by Delta Airlines who has their own refinery.

Turkish Airlines placed a large order with Airbus. They ordered 4 Airbus A-320s and 113 Airbus A-321s. Turkish Airlines presently operates 75 Airbus A-320s.

Lufthansa also ordered 2 Airbus A-380s, 30 Airbus A-320s, and 6 Boeing 777-300ERs. Lufthansa now has 10 Airbus A-380s in operation and 14 more on order. Cost is \$11.7 Billion. Lufthansa is Airbus's largest customer with a total of 532 aircraft ordered and 385 in service.

Airbus delivered its 100th Airbus A-380 double-decker airliner to Malaysia Airlines on March 13.

Lion Air, the low cost airline of Indonesia, ordered 234 Airbus A-320s. Cost is \$24 Billion. This is one of the largest airliner orders ever received by Airbus.

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Lastly, each club officer considers the possibility of a worst-case-scenario. We're not suggesting a Mayan Calendar apocalypse; however, many members recall what happened post 9/11 when we were abruptly forced out of our location at the MN Air Guard Museum. Were it not for the diligent efforts of Tom Norrbohm and Ken Hornby, our club might have dissolved or been forced to pay an exorbitant rate to meet elsewhere. However, nothing lasts forever; consequently we need to consider how much cash should the club have on hand in case something unforeseen reoccurs? It's not always about donating to museums, hosting parties, or considering when or where to hold contests. It's about long term survival.

We mention these topics not to seek 'solutions' because we realize it's not about solutions – it's about trade-offs. Raising dues, cutting services, or charging fees doesn't necessarily 'solve' anything – to the contrary, often times it results in people making alternate choices. However, these topics are up for this month's discussion and you, the membership, will be required to make some hard decisions and sacrifice for the benefit of all and the club's long term survival. It is big picture time folks.



Upcoming Model Events

by Mark Jacques

13 April 2013 – SURGICON

19 – IPMS Plastic Surgeons @ Lakeside Center, 400 NW Lakeshore Drive, Ankeny IA. 9am – 4pm. Registration 9am to Noon, Judging Noon-3pm, Awards Presentation 3pm. \$12 Registration Fee – Unlimited Entrys, Juniors Entry – FREE! Raffle!!! Free Spectator Entry. For more information please visit the club website @ www.ipms-plasticsurgeons.com or contact Aimee Wright 515-292-3395 or ithondagirl@gmail.com

13 April 2013 – “Cabin Fever Classic” Scale Model Show & Contest

– Red River Scale Modelers @ Fargo Air Museum, 1609 19th Ave. N., Fargo, ND – 9am – 4pm. Registration 9am to noon. Museum Admission \$8, Single Entry \$5, Unlimited \$10. For more information, contact Tom at 701-241-9568 or visit the club website at www.redriverscalemodelers.webs

27 April 2013 – Fleacon 9 –

Alexander Lippisch @ PS Air Hanger @ Easter Iowa Airport, Cedar Rapids, IA contact Bill Kreuger @ 319-362-9602 or librarian@gl-iowa.org or visit the club website <http://ipms-usa-lippisch-chapter.org/wordpress/>

14 to 17 August 2013 – 2013

IPMS/USA Nationals – “The Thin Air Nationals” – JQ Hammons Conference and Convention Center & Embassy Suites Hotel, Loveland Colorado (www.embassysuitesloveland.com or 970-593-6200) Watch the IPMS/USA website and the Journal for more information or contact info@ipmsusa2013.com

21 September 2013 – Nordic Con – Theme: “Need For Speed” – Twin Cities Aero Histo-

rians @ Northern Star Council, Boy Scouts of America Base Camp, 201 Bloomington Road, Fort Snelling, MN 55111, www.explorebasecamp.org ph: 651-254-9135. Contact: Bob Maderich II, ph: 612-423-2985, robertmaderich69@hotmail.com 9:00am to 4:00pm.

6 to 9 August 2014 – 2014

IPMS/USA Nationals – Hampton, VA. Watch the IPMS/USA website and the Journal for  more information.

Secretary’s Notes

by John Dunphy

Meeting/auction called to order at 1pm. A guest, Gordy Larson, was introduced and was an early TCAH club member back in 1967. Pensacola Museum trip is still on but on hold for now. Stay tuned for updates from Spook Johns. Bob Maderich had made proposal to donate some monies from the auction to buy raffle prizes for the 2013 Nordic Con raffle. It was decided to table that discussion until at least the April meeting when we could see where the club is sitting financially. 

Treasurer’s Report

by Tom Norrbohm

After all was said and done we did alright money wise at last month’s auction. Several of us counted the money up afterwards to get an idea what we took in and initially the tally came to \$745. I suspected that the 20’s were miscounted and decided to wait until I got home. Well, I was right and our take for the auction was a total of \$1045.00.

I have two corrections to the 2013 Club Roster:

Keith Brusten
keith.brusten@gmail.com

For Randy Koivisto’s listing his new email address is:
f-4ever@midco.net

Expenses for March were \$288.98 for newsletter/postage; Roll Models Gift Certificates and our new web site host. Income was \$1045.00 for the auction and our balance as of 3/11/13 is \$5,086.17. 



(Continued from page 1)

the restoration it was an Fw190A-4/A-5 identification plate on the airframe, whereas other sources state it was converted from an Fw190A-7 frame...from what I have seen of their restoration process, I accept the plate found during restoration. The final version of its service life was as an Fw190F-8 (late war conversion by Fieseler Works), a fighter-bomber variant for the ground attack unit I/SG2 that was captured at Neubiberg (near Munich), and marked as yellow 10.

The above shows the different paint schemes, as the tour docent peeled each overlay back, one per scheme, revealing its amazing history (I merged several pictures to make one "collection"). White 7 shows the

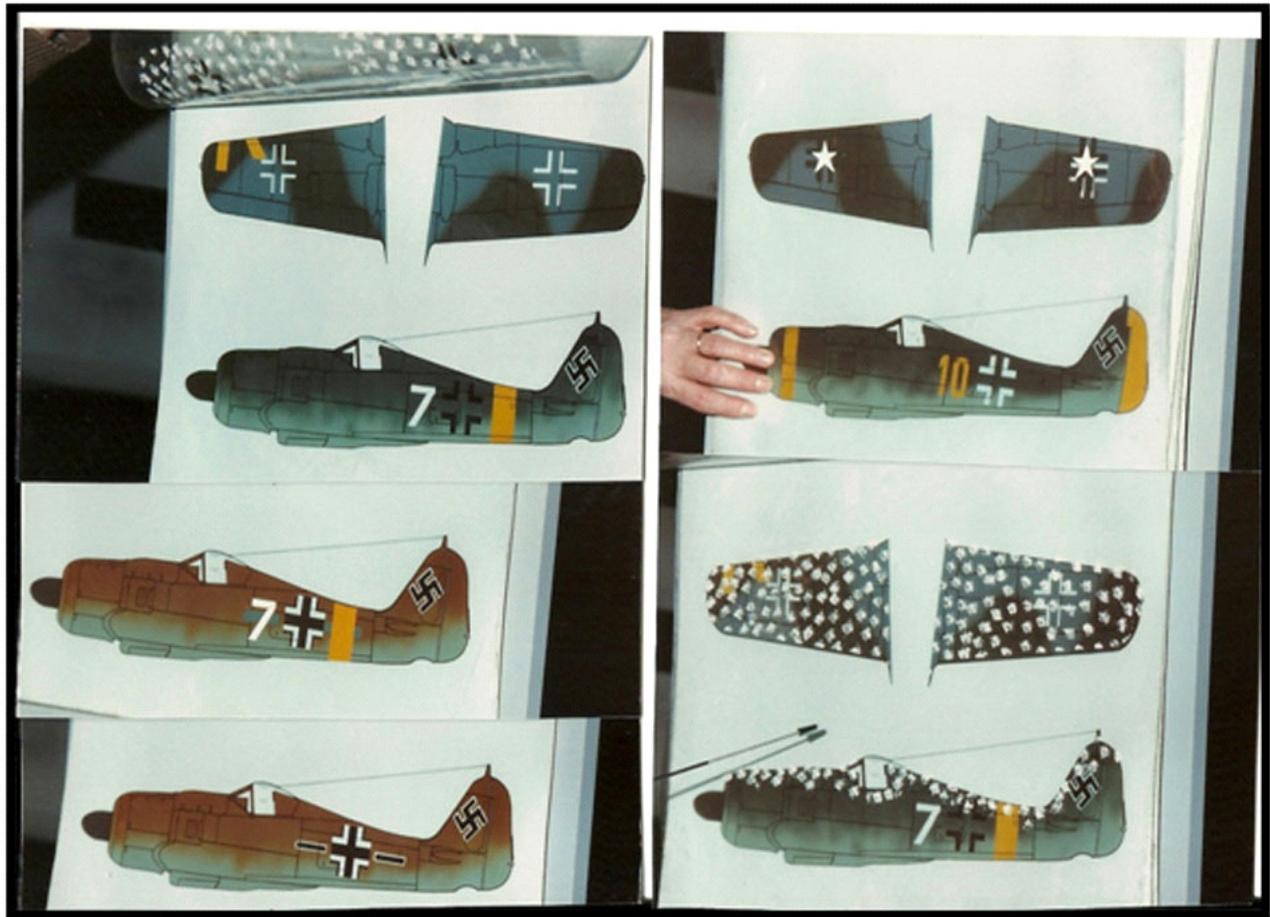
"recognition chevron (to German ground troops)", also called a "V", painted in yellow above/below the left wingtip to help reduce losses from their own infantry as these planes served in such close quarters. This butcher-bird, along with many others, were carried over to the USA on the British Carrier HMS Reaper and as we know, very few survive today. This one was shipped to Freeman Field, Indiana for test flights, later was on display at Park Ridge Illinois where it survived the Korean War emergency "culling" of the collection to create space to build warplanes. The Silver Hill restoration was done from August 1980 to October 1983.

The Fw190F version could carry 500kg and 50kg bombs and with the wide landing gear

stance would have been very stable on takeoff.

In the January newsletter article I referenced Mr. Paul Garber's passion for aircraft and believe I have learned where it started...at age 10 he boarded a streetcar to go across the Potomac River, and be at Ft. Myers, Va where the Wright Brothers were demonstrating their military flyer to the Army in 1909...it is not hard to imagine at that time of our nation's history that this would have had a major impact on the attendees.

The Fw190 was labeled as Foreign Equipment No. 117, or FE-117, while on display status, with bogus post-war paint and markings. The following pictures show it on its moving dolly awaiting restoration.





Fw190 airframe and engine prior to restoration, and finished project (above)



XfJ-2 Fury by Frank Cuden

Monogram 1/48th F-86F that I modified into the XfJ-2 Fury that was used for carrier trials "back when." The colorful markings were used for photographic purposes while on board. Re-doing and lengthening the nose gear strut, adding a tail hook, and using a smaller nose wheel was about all it took, alongside a couple of other small modifications.



P-63 Kingcobra by Frank Cuden

A combination of the Hi-Tech/MPM kits of the 1/48th P-63 Kingcobra finished as Astronaut Frank Borman's P-63 restoration.

Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.

If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

- miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
 - Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
 - Turn left (East) at the 4-way Stop onto
 - South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
 - Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building
- The terminal is on the right with

Twin City Aero Historian
Rick Schmierer
 1852 E. 39 Street
 Minneapolis, MN 55407

Return address requested

The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Larry Donovan at 651-501-4755.

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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